

Canceled TSO's

Cancelled Technical Standard Orders April 30, 1997

TSO Number	Title	Reasons for cancellation	Current state
TSO-C12c	Life Rafts (Twin tube)	53FR3974 dated 2-10-88 This TSO referred to ATA Spec no. 800 (issued 5-1-58). The issuance of TSO-C-70a on April 13, 1984 has caused TSO-C17a to become obsolete.	Upgraded and replaced by TSO-C70a.
TSO-C13a/b/c/d	Life Preservers	53FR6913 dated 3-3-88 Improvements were necessary to maintain an adequate level of safety. The primary upgrading incorporated into TSO-C13e concerned life preserver donning and retention features.	Manufacturers can no longer produce TSO articles to the requirements of C13a/b/c/d, however they can continue to produce them to C13e
TSO-C17a	Fire Resistant Aircraft sheet and structural material	54FR12730 dated 3-28-89 General lack of use & cancellation of AMS 3851A (Only one TSOA issued)	Current requirements are covered in § 25.853 & 25.855 & Appendix F of Part 25. The cancellation of this TSO (per 21.621 ??) does not preclude the TSOA holder from the continued manufacture of previously approved material after the date its cancellation.
TSO-C18/18a/18b/18c	Position Light Flashers (Air carrier Aircraft)	40FR57222 dated 12-8-75 & 41FR27955 dated 8-8-76 The equipment covered by this TSO is no longer in use.	TSO authorizations existing at the time of TSO cancellation remain in effect

Canceled TSO's

TSO Number	Title	Reasons for cancellation	Current state
TSO-C24	Landing Flares	40FR57222 dated 12-8-75 & 41FR27955 dated 8-8-76 The equipment covered by this TSO is no longer in use. The demand for this equipment was negligible or non-existent, so it was unreasonable to continue to expend funds for the FAA surveillance of manufacturers holding authorizations under this TSO.	Flares no longer required, few in use
TSO-C33	Position Light Flashers, single circuit (for non-Air Carrier Aircraft)	Same as TSO-C24 above	TSO authorizations existing at the time of TSO cancellation remain in effect
TSO-C36A/36B/ 36C/36D	Airborne ILS Localizer receiving equipment	FRxxx, dated This withdrawal will ensure that future airborne ILS localizer receiving equipment are produced under TSO-C36e. This is in support of ICAO standards	Cancels these TSOs and sets a date for the termination

Canceled TSO's

TSO Number	Title	Reasons for cancellation	Current state
TSO-C37/37a/37b	VHF Radio Communications transmitting Equipment Operating within the Radio frequency range of 118-136 Megacycles	61FR56084 dated 10-30-96 Necessary to comply with a Federal Communications Commission (FCC) Notice, DA 95-2441. The FAA ordered that all aircraft operating within the US airspace using VHF radios with 50 kilohertz or greater channel spacing and a frequency tolerance greater than 30 part per million will no longer be authorized for use in FAA licensed aircraft stations. FAA licensed aircraft stations operating within US airspace radios must be converted to 25 kilohertz channel spacing and have a frequency tolerance of 30 parts per million or less by Jan 1, 1997	TSO-C37c/37d remain in effect and the majority of the manufacturers are producing units under these standards.
TSO-C38/38a/38b	VHF Radio Communications Receiving Equipment Operating within the Radio frequency of 118-136 Megacycles	Same as TSO C-37 above	TSO-C38c/38d remain in effect and the majority of the manufacturers are producing units under these standards.
TSO-C40a/40b	VOR receiving equipment	FRxxx dated This withdrawal will ensure that future VOR receiving equipment are produced under TSO-C40c. This is in support of ICAO standards	Cancels these TSOs and sets a date for the termination

Canceled TSO's

TSO Number	Title	Reasons for cancellation	Current state
TSO-C51a	Aircraft Flight Recorder	60FR 19443 dated 4-18-95 NTSB reported that the fire test requirements are too vague to survive a high intensity, short duration fire.	Upgrade to TSO-C124a Note: The FR does not say this, it is only inferred.
TSO-C61 or C61a	Portable Aircraft Emergency communications Equipment (for Air Carrier Aircraft)	40FR57222 dated 12-8-75 & 41FR27955 dated 8-8-76. The equipment covered was phased out of service. The demand for this equipment was negligible or non-existent, so it was unreasonable to continue to expend funds for the FAA surveillance of manufacturers holding authorizations under this TSO.	TSO authorizations existing at the time of TSO cancellation remain in effect
TSO-C84	Cockpit Voice Recorder	60FR19443 4-18-95 NTSB reported that the fire test requirements are too vague to survive a high intensity, short duration fire.	Upgrade to TSO-C123a. Note: The FR does not say this, it is only inferred.
TSO-C123	Cockpit Voice Recorder System	61FR50531 dated 9-26-96 Based on the NTSB and the FAA Technical Center study - to reflect the findings of the FAA fire test study by (a) incorporating the long-term, low-intensity fire test requirements and (b) incorporating the high intensity fire test requirements	Ensure that future articles are produce to TSO-C123a. Majority of manufacturers are producing units under the new standards.
TSO-C124	Flight Data Recorder Systems	same as TSO-C123 above	Ensure that future articles are produce to TSO-C124a. Majority of manufacturers are producing units under the new standards.